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1.

National Chin Tung University, Pingyueh, Kweichow Province [redacted] the [redacted] 25X1
 was formerly known as the Tangshan Engineering College and was originally located in north China, near Peiping. However, it was moved to Kweichow Province as the Japanese advanced into the interior of China during World War II.

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2.

In 1946 the college had a total enrollment of about seven hundred to eight hundred students. It granted degrees in civil engineering, mining and metallurgical engineering, and railroad administration.

3.

The school of mining and metallurgical engineering had an enrollment of about two hundred students. Most of the professors had been trained in the US and the school had a high rating as far as its metallurgical training was concerned. However, it granted basic bachelor of science degrees only and provided no facilities for research work or study towards advanced degrees.

4.

The former head of the college is now located at a large university in the US.

5.

The facilities for training in metallurgical work were good and [redacted] had good equipment, although it was of a conglomeration of origins. The equipment in the mineralogy laboratory was particularly good.

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6.

The college offered a four year course in metallurgy, but undergraduates were not exposed to any advanced theory or developments. Graduates of this college were trained to be practical metallurgists rather than to engage in theoretical research.

7.

Practically all of the technical text books were in English. The only texts which were in Chinese were such things as Chinese literature.

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9.

10. The foundry at the Puchen Locomotive Works consisted of about 90 men, including those who worked in the pattern shop. There were two foremen and one mechanical engineer who was in charge. 25X1

11. The foundry depended upon hand labor primarily, but it did have some Osborn equipment and some equipment from the UK, all of which was pretty old. 25X1

12. The foundry produced castings for repairing locomotives. The castings were primarily for such things as brake shoes and bronze bearings. It was a job foundry rather than a production foundry and the jobs varied from day to day depending on the need. 25X1

13. There were no really large castings produced. The largest casting during the two years [redacted] was one cylinder block for a locomotive. 25X1

14. There was practically no mechanical handling equipment with the exception of one traveling overhead crane and several short rollers immediately adjacent to the two ovens. 25X1

15. There was no production of such items as wheels or axles. At one time [redacted] tried to produce wheels, but without success as [redacted] could not control the depth of chill. 25X1

16. The Puchen Locomotive Works was a repair maintenance shop rather than a production shop. There were no locomotives built at the Locomotive Works. However, [redacted] serviced and maintained many US locomotives which had been shipped in China by UNRRA. 25X1

17. Puchen Locomotive Works serviced the railroad line which ran from Tientsin to Fukow, immediately north of Nanking. Immediately after World War II the Chinese Communists destroyed great lengths of the track on this line, but [redacted] did little if any damage to rolling stock and equipment of the line. The tracks on this line definitely were not designed for high speed operation. 25X1

18. The Puchen Locomotive Works had no turntables for locomotives. It had an electric trolley which ran parallel to the tracks and which eventually took locomotives into the repair shop. There were several thousand employees at the Puchen Locomotive Works, but this should not be misconstrued, as practically all operations were manual labor and this led to the large number of employees. 25X1

19. As of 1948, some of the raw materials [redacted] used in the foundry, such as sand, were located close by, but most [redacted] raw material stocks were those which had been left by the Japanese. 25X1

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